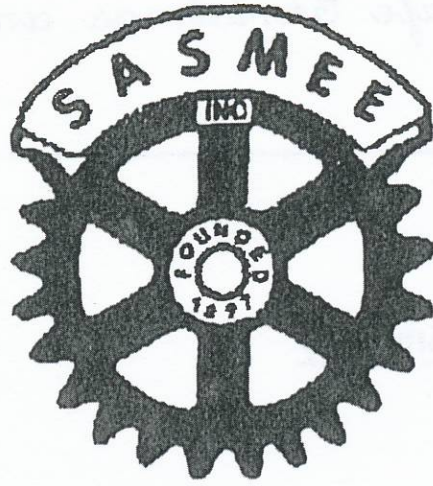




**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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S. A. S. M. E. E. BULLETIN

1927 ----- 2008

**THE OFFICIAL JOURNAL OF
THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC.**

DECEMBER 2008

ISSN/0155/3700

*The President and Executive Committee of
LAIMEE wish to extend to all Members and
Families a joyous safe Christmas and a
prosperous New Year.*

CLUB JOTTINGS

BY Smokey

7.25"q TURNTABLE.

Two additional roads off the turntable are now equipped with devices which enable easier trailer unloading/loading particularly when 2 items of rolling stock are side by side in the trailer.

Instead of being in a fixed position, necessitating repositioning of the trailer, the devices now enable the tracks to swing some 3 feet in an arc as well as up and down movement via a hydraulic jack. Together with the new concrete pad trailer placement is now considerably easier.

SPRING RUNNING SEPTEMBER 2008.

The pfd for Sunday 7th September was notable for 3 reasons, namely, Father's Day, Show Day, and 10mm of torrential rain in the space of 15 minutes. The forecasts [wrong again] was for a warmish day of 18 degrees and a shower late in the day. We had rain very early in the morning but when it bucketed down at 3pm you could hardly call that late in the day. The temperature, 17.7 degrees felt a lot colder.

With so much dampness in the air the steam from the locos looked spectacular.

Due to other activities one could understand our attendance being less than usual. However some 4 birthday parties attended and boy did they scatter for shelter when the rain came. A good number of locos attended indicating a fair number of fathers were able to make their choice.

The boat pond played host to a number of water craft operated by Bob Smith, Michael Priest and Malcolm Ambler. It was a special welcome back to Norm Kernick who had been absent the last couple of field days due to health problems. Norm did not run the hydroplane but instead steamed a small tug.

One birthday party kept the steam house staff company and no doubt Ralph, Bob and John were kepy busy answering questions amid much whistle blowing.

The canteen was exceptionally well staffed giving the following ladies a rather easy day, Jean, Sandra, Dorothy, Suzanne and Jackie.

A regular now on public field days is Barbara Beal who resides under the verandah selling books, train caps and various other souvenirs which have proven to be very popular with children.

SASMEE PARK STATION 5"G

Station attendants Ian Clark and Don Awalt dispatched the following trains:-

0-6-0 x2 Kitson Meyer #34	Graeme Driscoll.
2-8-0 Nigel Gresley #456	Bryan Homann.
2-8-0 Nigel Gresley #457	Simon Lindsay.
2-8-0 Buffalo #8307	Brad Cottle.
0-6-0 Schenectady	David Hawkins.
0-6-0 Speedy	Alan Wallace.
0-4-4-0 Heisler	Michael Tingay.
----- 044 Jack + 005 Junior	John Monte.

MILLSWOOD STATION 7.25"G

Station attendants Alan Brabham, Alex Mitropoulos and Andrew Mottram dispatched the following trains:-

0-6-0 Koppel	Glen Templeman.
0-4-0 Harry.	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.

NEW MEMBERS.

Since the last Bulletin the following have been inducted into Membership of SASMEE, and a warm welcome is extended to them.

Stan Shelton, Country/Family M`ship.	Elected July 08
Julian Hamilton, Family Member.	" October 08.
John Babi, Full Member.	" November 08.
Ian Hand, Full Member.	" December 08.

ENTERTAINMENT

Traditionally the September meeting takes the form of the Auction night under the gavel wielding hand of that Master of Mirth - Jack Davey. The Auction yielded some \$195.30. cont`d

In the October meeting members were informed of the many benefits of the specialised boiler testing equipment now available to our main boiler inspectors, namely, Bill Coles and John Levers.

The November meeting took the form of the annual show of work and this year's efforts once again, reflected the many talents of our members. -- see separate report.

SPRING RUNNING SEPTEMBER 2008

The pfd for Saturday 20th September was a bonza spring day of 18 degrees with some 8 birthday parties helping to swell the crowd for an excellent gate taking which meant no nap time for gateman, Jack Davey. Although only 7 locos operated patrons were kept on the move with no complaints.

The boat pond had a total of 9 boats, [more than the number of locos] operated by Michael Priest, Stan Shelton [with a visitor] Campbell Fletcher, Norm Kernick and Mary and Gerry Turner.

The steamhouse area was devoid of any people due to the fact that the Pedestrian Bridge was closed off due to the pond overflowing and flooding the steamhouse area. Due to a mistake the bore was not turned off and ran for some 48 hours. In spite of this mishap Ralph, John and Bob still carried on.

The canteen did a roaring trade with Jean, Margaret, Sandy and Dawn kept busy all afternoon. It was welcome back to Margaret and John Lewis following a 6 week holiday in the U. K. Both having plenty of stories to tell.

The canteen now boasts a Hot Dog machine, same as in use at "Wendys" Ice cream shops, so members [along with the public] can have a professionally made Hot Dog for \$2 [members price] along with hot chips on sale, there is no excuse for anyone going hungry.

SASMEE PARK STATION 5"6

Station attendants Ainsley Cuthbertson, Don Awalt and Michael Tingay dispatched the following trains:-

2-8-2 German V8 #191001
2-8-2 D&RGW Mudhen #453
4-6-0 LMS Black Five #5073
0-6-0 Schenectady

Graeme Griscoll.
Peter Hoye.
Alan Wallace.
David Hawkins.

MILLSWOOD STATION 7.25"G

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains:-

0-4-0 Dolgoch #2

0-6-0 Simplex #10

0-4-0 Harry

Barry Dunstan.

John Lewis.

Bert Francis.

SOUVENIRS

In case members are not aware Barbara Beal has returned recently and is again running a souvenir stall at our Public Field Days. Along with a host of wares pointed at the young generation. Barbara stocks a good range in sizes of locomotive driver hats at an affordable price, so why not check her out.

TRESTLE BRIDGE.

This structure, on the 7.25" circuit, was upgraded last year whereby the timber load bearing areas were augmented with steel components, thus securing its future.

The timber decking [walkway] due to age and warping has a limited life and will need to be renewed in the not too distant future.

Regardless of the choice of material used [timber or otherwise] the cost will be quite considerable. In the meantime the decking is maintained in a serviceable condition with attention given as required.

HYDRAULIC LIFTER 5"G

This "Crown" hydraulic lifter was admirably constructed into a loco lifter some 3 years ago by member Peter Hoyer, and has rendered faultless service since then. However, in early September this year, the battery [12volt] was failing to keep a full charge and upon investigation by our electronics expert, Alex Mitropoulos, it was discovered that the solar power panel had snuffed it. Alex promptly renewed the faulty panel and thus restored full power. Additionally Alex wired in an Amp. meter to continually monitor charging of the battery which will negate this same problem arising again at some time in the future.

SIGNING ON.

It has come to the notice of the Club that some members are not "Signing On" when immediately arriving.

In leaving it until later often results in one forgetting.

It could be your saviour should you be unfortunate enough to suffer an incident.

" SIGN IN IMMEDIATELY, INCLUDING NAMES OF VISITORS"

SPRING RUNNING OCTOBER 2008.

Our Public run on Sunday 5th October, was during the Labour Day long weekend amid a day temperature of 20 degrees and some 5 Birthday parties and a roll up of 9 locos which capably handled the mediochre crowd that turned up.

This was in stark contrast to the same day last year when the gate takings were near record with patrons pouring in continuously for some 45 minutes without a break. Eleven birthday parties in attendance but only 9 locos to handle all of the traffic -- they must have been worked hard.

But back to the present, it was pleasing to see 9 boats plying the boat pond and the operators being Bob Smith, Bill Weste, Michael Priest, Mary and Gerry Turner and Stan Shelton with perspective member John Babi. The steamhouse was noticed sending out plenty of smoke signals!! didn't know we had Indians in the vicinity!! Those responsible were Ralph, John and Bob.

Although there were plenty of people under the verandah the canteen staff of Jean, Sandy, Margaret and Suzanne reported that they were not exactly run off their feet.

SASMEE PARK STATION 5"G

The following trains were operating:-

2-8-2 D&RGW Mudhen #453

2-8-0 Nigel Gresley #457

0-6-0 Schenectady

----- Jack & Junior Shunters

Peter Hoye.

Simon Lindsay.

John Beal.

John Monte.

MILLSWOOD STATION 7.25"G

The following trains were operating:-

0-4-0 Harry

Bert Francis.

0-4-0 Dolgoch #2

Barry Dunstan.

0-6-0 Simplex #10

John Lewis.

0-6-0 Koppel

Glen Templeman.

BOAT POND FISH

It is unfortunate to report the demise of practically all of our fish [Comets] due to attacks by Shags [Cormorants]. Something like 150 small 5" [125mm] fish disappeared during the presence of these troublesome birds of prey. All of these fish have been responsible for keeping the pond water clean and clear.

Fortunately we still have 14 large Comets some 12" [300mm] long and are apparently too large for the birds to take. The water is a bit murky [as at 8/10/08] and hopefully the remaining fish can cope with the situation. Around this time of year spawning takes place and unsubstantiated reports of baby fish have been made. A further report on this topic will follow later on.

RUBBISH REMOVAL.

A 4 cubic metre Blue Bin was placed on site on Wednesday 15th October in order to get rid of heaps of rubbish which has accumulated in our rubbish tip over the last 18 months or so.

At the General Meeting the night before the Chairman asked for some extra hands to help the Wednesday Boys with the task. Thanks to Ainsly Cuthbertson and Trevor Morcom for coming along and helping with this messy job.

SPRING RUNNING OCTOBER 2008.

The public field day for Saturday 18th October was held amid a warm to hot day of 33 degrees and was perhaps a sign of a hot summer approaching!. There were 8 Birthday parties in attendance and these appeared to constitute the bulk of the patronage which was more than adequately catered for with 9 locos on the 5"g circuit and to a

lesser degree with 2 locos on the 7.25"g circuit.

During the whole afternoon the verandah area was crowded which indicated that the canteen staffed by Jean, Sandy, Margaret and Dorothy were kept busy.

The steam house had a better than average support with new member Julian Hamilton helping regulars Ralph, John, Bob and Ian.

The boat pond had craft powered by sail, motor and steam which attracted a lot of interest. Operators were Bob Smith, Michael Priest and perspective member John Babi.

Owing to Jack Davey being otherwise engaged John Beal took care of the gate house.

Barbara Beal had her usual trading table which was decked out with many goodies including plenty of loco drivers' hats of various sizes.

Safety Officer of the day was Glen Templeman.

SASMEE PARK STATION 5"G

Station attendants Ainsley Cuthbertson and Don Awalt dispatched the following trains:-

0-4-0 Green Saddle Tank	Malcolm Ambler.
0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
2-8-4 SAR 720 Class #720	John Mere.
2-8-0 SAR T Class #214	Bryan Homann.
4-6-0 LNER B1 #1088	Terry Tresize
0-6-0 Schenectady	David Hawkins.
0-4-0 [3.5"g] Juliet #1965	Alan Wallace.
----- Jack 004 + Junior 005 D/H	John Monte.
----- 2 Shunters D/H	Brad Cottle.

MILLSWOOD STATION 7.25"G

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains:-

0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Simplex #10	John Lewis.

The star of today's show would have to be the meticulously constructed Narrow Gauge SAR "T" Class 4-8-0 loco #214.

Bryan Homann spent 20 plus years building this loco which had its public debut today. A more detailed report is given later in this edition of the Bulletin, together with photos.

XMAS BBQ

A reminder to all members that our Xmas BBQ evening meal will be held on the 3rd Saturday in December, the 20th. As usual no public field day is held. To ensure that you do not miss out on this most popular event mark the date in your diary and put your name[s] on this list on the Chairman`s desk.

Members are most welcome to bring a loco for a run, remembering that for non licensed persons to drive, a Class 3 driver must sit behind.

The Advertiser BBQ trailer has been booked, courtesy of Gavin Thrum. We shall require some volunteers for cooks.

Snags, Patties and Salads will be followed by fruit salad and ice cream. Soft drinks, tea and coffe will be provided. A great sounding combination!! Please bring your own tables and chairs plus eating utensils.

p.s. Please bring a jacket in case the evening turns cold. [as it often does.]

SUMMER RUNNING NOVEMBER 2008

The first pfd for the up and coming summer season was held on Sunday 2nd November amid a warm sultry day of 26 degrees and plenty of flies. Thankfully, around 3.45pm a welcome cool change swept through and the temperature dropped markedly , as did the flies.

Eight birthday parties helped swell the ranks which once again proves that SASMEE is foremost in this type of entertainment which at this stage shows no sign of waining.

On hand, to handle the large crowd, was a compliment of 9 steam locos and a record of 13 boats consisting of motor, steam and sail. The pond is still in good condition and so many boats at one time was a real bonus.

A scene stealer was the Blue Star Line freighter, "Afric Star" in genuine colours. Operators were, Alan Saunders, Mary and Gerry Turner, Stan Shelton, John Babi, Norm Kernick, Michael Preist, Malcolm Ambler and Bill Weste. A number of our new members are 'Boaties" and it is pleasing to see them taking an active roll.

The Steamhouse machinery [sporting a different whistle??] was operated by John Weidenhofer, Bob Scanlan and helper David Eustice. Regular stalwart Ralph Ollerenshaw was otherwise engaged on Safety Officer duties.

cont`d

The canteen had a busy afternoon with the verandah area and seating being utilised to the maximum. The canteen staff of Jean Clark, Sandy Mottram, Margaret Lewis and Mary Homann certainly earned their pay. [They command triple time for Sundays!!]

The man on the gate, Jack Davey, reported that with all the parties there were numerous names to co-ordinate, however he rarely gets flustered and members often say Jack thrives on pressure!

Revenue-wise we did very well.

On the railway scene, once again, Bryan Homann's new T214 performed very well albeit with a sticky cylinder release cock.

Graham Richards was on the track early still getting familiar with his recently acquired 5"g "Blowfly". A bit more training should see Graham acquire a competency certificate allowing him to run during public times without passengers until further assessment.

SASMEE PARK 5"G

Station attendants Ainsley Cuthbertson and Don Awalt dispatched the following trains:-

0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
2-8-2 D&RGW Mudhen #453	Peter Hoye.
0-6-0 Schenectady	David Hawkins.
4-8-0 SAR T Class #214	Bryan Homann.
0-4-4-0 Heisler	Michael Tingay.
4-6-0 [3.5"g] Doris	Alan Wallace.
0-4-0 Blowfly [trainee]	Graham Richards.

MILLSWOOD 7.25"G

Station attendants Alex Mitropoulos and Alan Brabham dispatched the following trains:-

0-6-0 Simplex #10	John Lewis.
0-6-0 Koppel	Glen Templeman.
0-4-0 Dolgoch #2	Barry Dunstan.

Barbara Beal, with her souvenir table of many wares continues to be popular with young children and adds to the variety of entertainment that SASMEE offers.

NEW LOCO

After a construction period of something like 26 years a brand new South Australian Railways narrow gauge "T" class loco has been outshopped.

Albeit in 5" gauge the Homann workshops made this loco available for regular traffic at SASMEE as from Saturday 18th October 2008.

Although designed as a freight locomotive its principal duties at SASMEE will be passenger hauling although one may see it utilized on the occasional freight.

Bryan has kindly supplied the following details:-

Construction started late 1972.

Completed August 2008

5" gauge 5/42 scale.

All castings done in home workshop.

Overall length 6' 8" [2032mm]

Bore and Stroke 50mm x 66.5mm [1.968" x 2.618"]

Driving Wheels 5 3/8" [136.5mm]

Superheated copper boiler of 6 1/2" [165mm]

Steam pressure. 100psi [700 kpa]

Piston valves with inside admission.

[full size had outside admission]

Bronze cylinders/pistons with Teflon rings & Gland packing.

Lempor 4 jet exhaust system.

Stainless steel 18g perforated grate.

Front bogie uses swinglink connection to frame as per full size.

Driving wheels have fully compensated springing.

BOAT POND FISH -- UPDATE.

It is very pleasing to report that as hopefully expected our remaining 14 or so large Goldfish [Comets] have, during October spawned resulting in a 100 or so baby fish. These were noted by our pond carer Ralph Ollerenshaw on Wednesday 5th November and they look to be about 1.5" long.

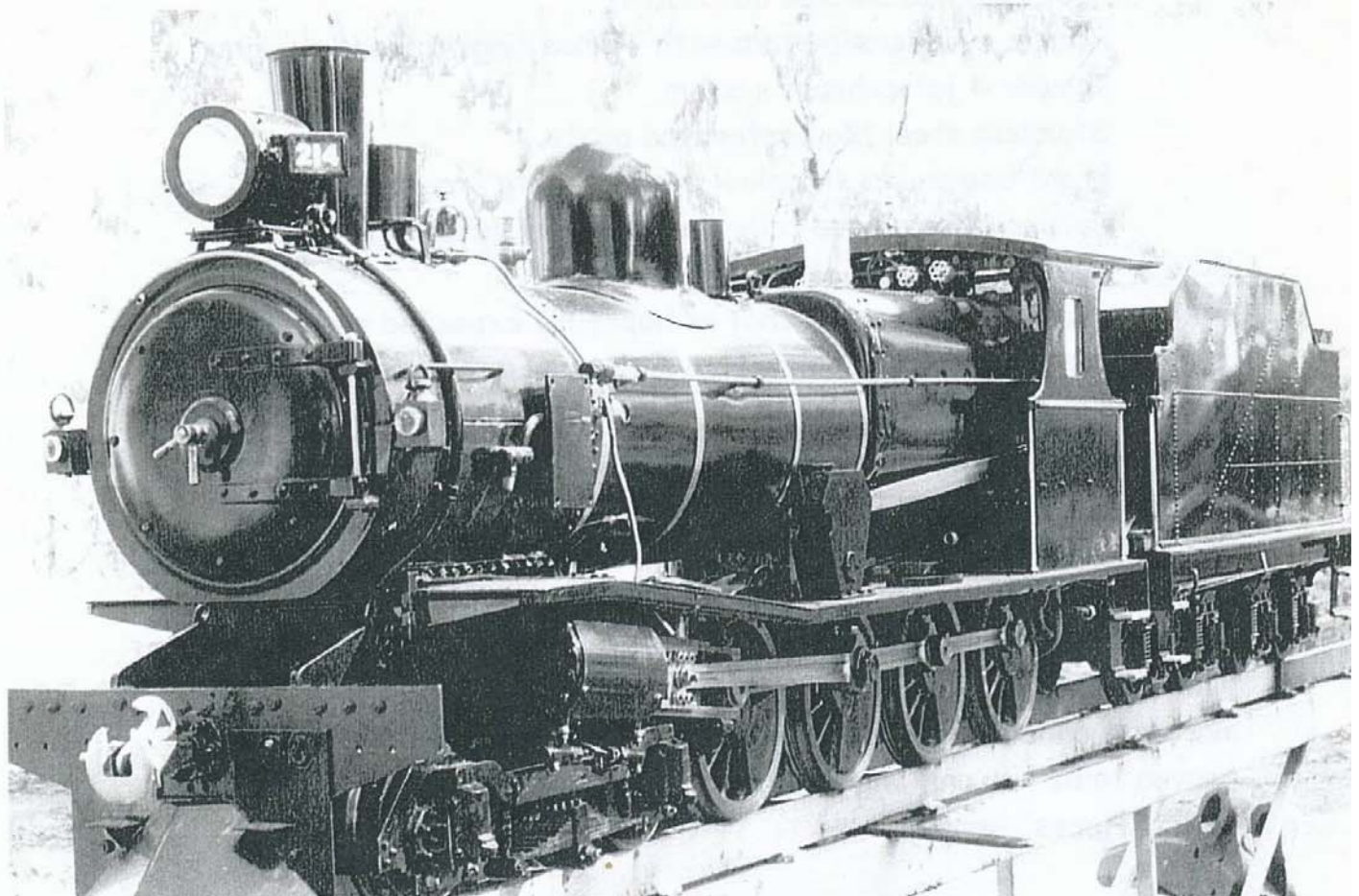
We intend placing numerous objects, such as short lengths of suitable pipe, into the pond with the hope of creating a safe haven for the fish to hide from possible predators ie Shags [Cormorants]. At this present time the fish have no protection.

We must endeavour to keep the pond stocked with fish as this has proven to be the only way to keep the pond water free from weed and algae. Heres' hoping.!!



Photo 1

Photo 2



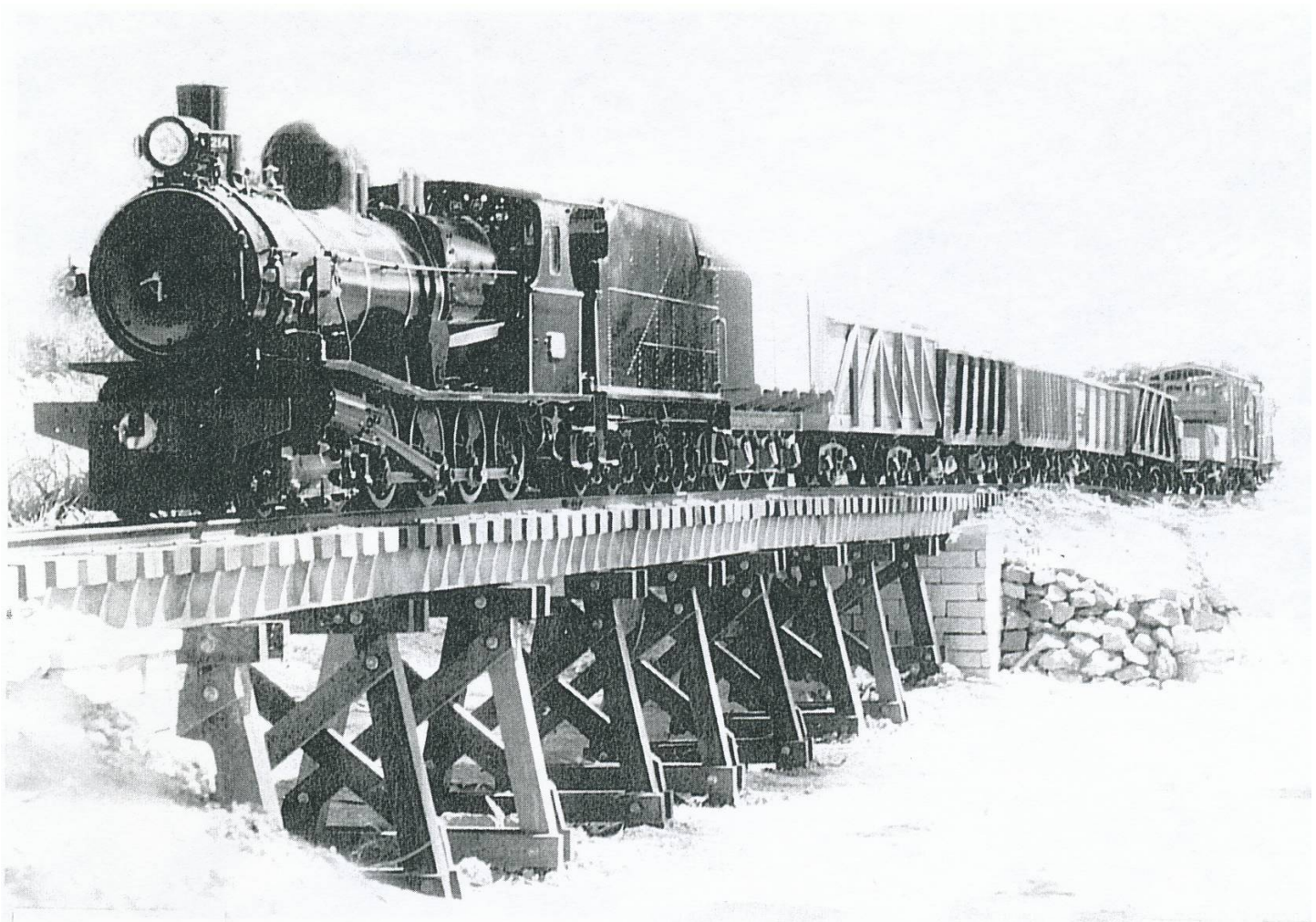


Photo 3

Photo 4





Photo 5

Photo 6





PHOTO 7

PHOTO 8





PHOTO 9

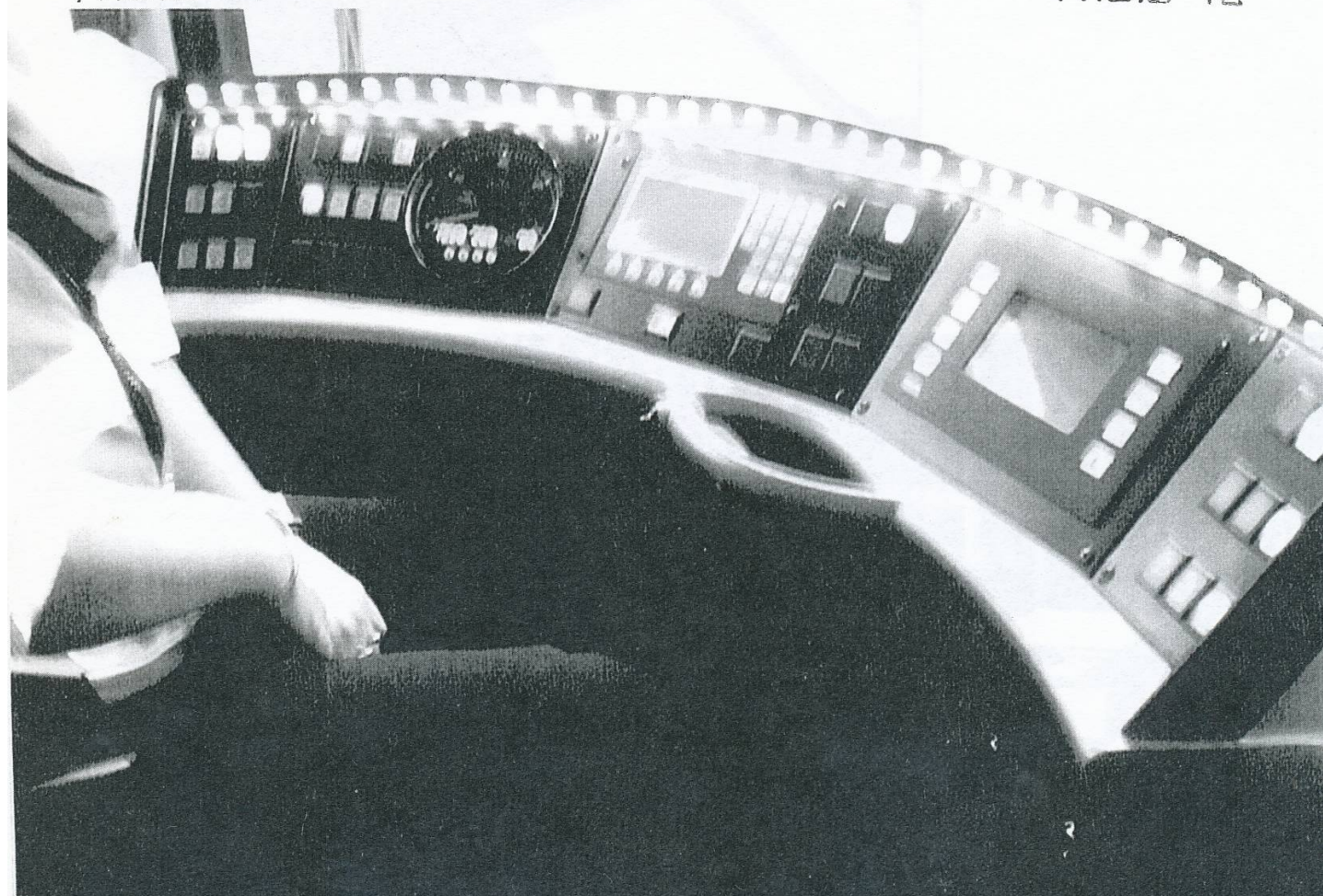
PHOTO 10





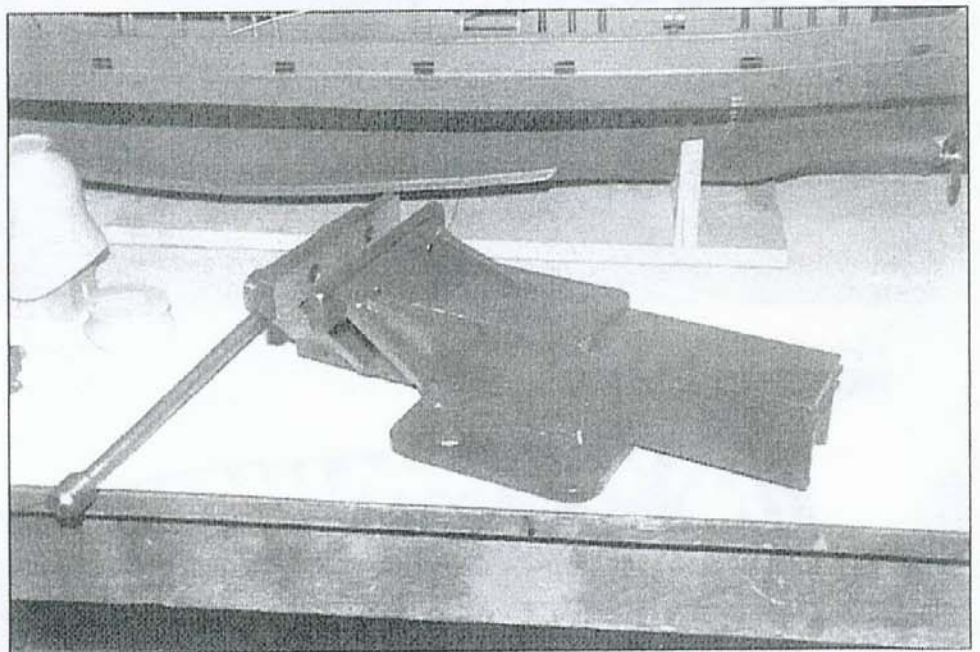
PHOTO 11

PHOTO 12



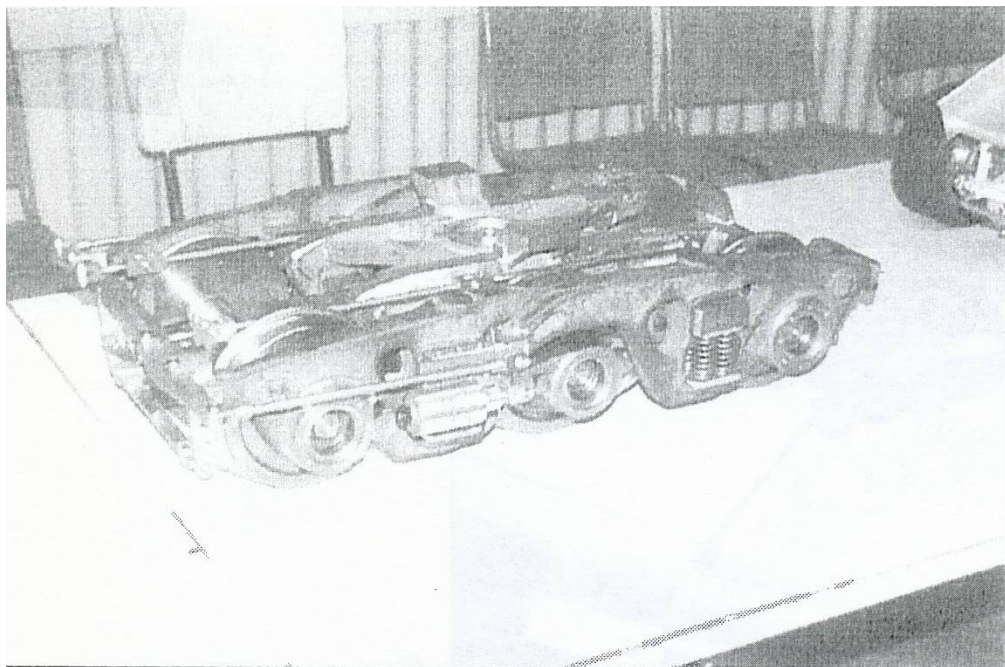


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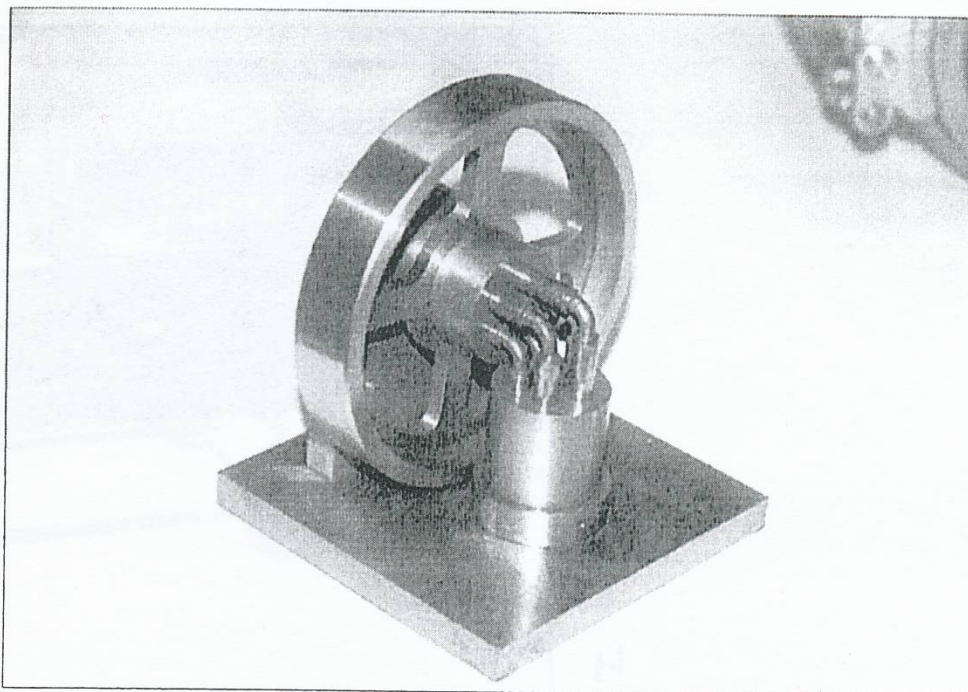


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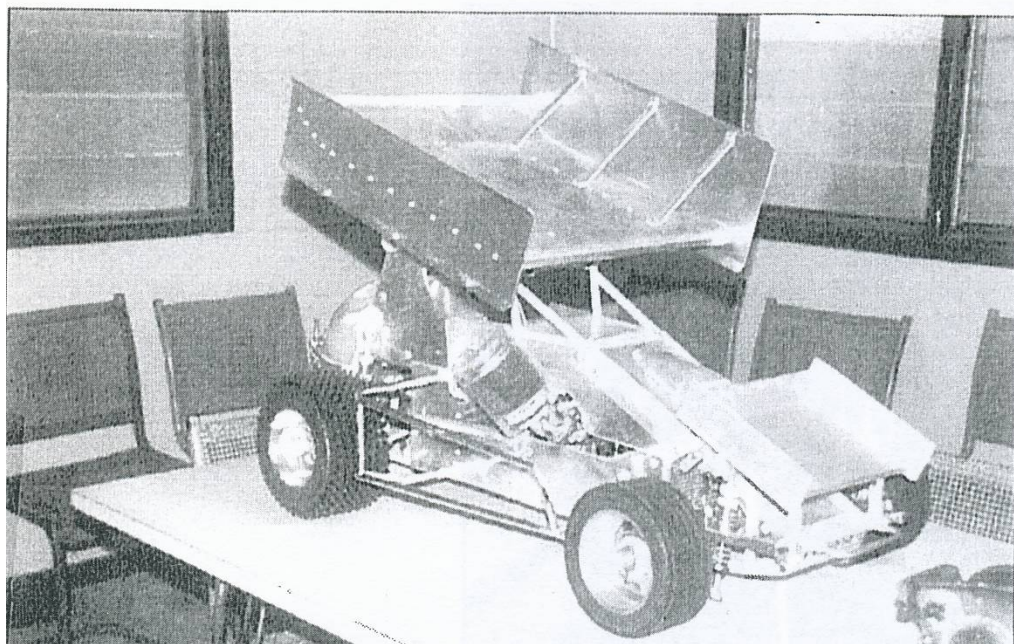




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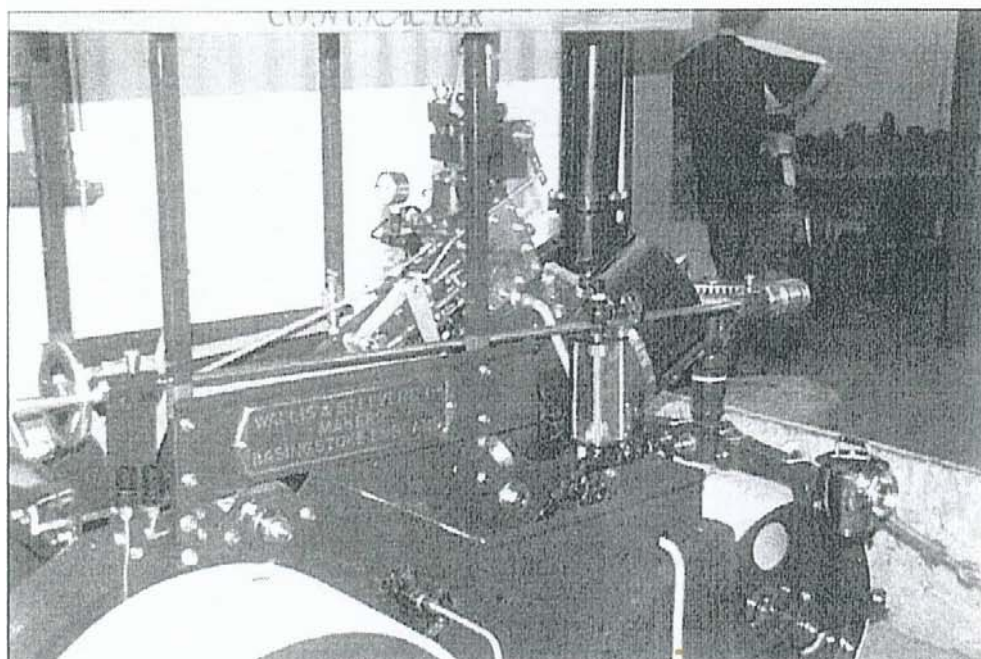




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PARK SEATING

For the benefit of the Public there are numerous wooden seats and 4 large wooden tables/seats. Over the years the elements have taken a toll on this outdoor equipment to the extent that all need sanding and repainting to retain their integrity.

John Lewis has kindly offered to perform this lengthy task.

Many thanks John.

SUMMER RUNNING NOVEMBER 2008

The running day for Saturday 15th November was a pleasant day of 22 degrees and at least 9 birthday parties which represented the bulk of the crowd. Obviously there were plenty of kids however a good ratio of adults were present to keep them in order.

The partying facilities at SASMEE has no doubt spread by word of mouth as just about every pfd sees anything from 6 to 12 birthday parties enjoying the variety of entertainment. A downside to this is the amount of rubbish/garbage that they leave behind stretching our limited method of disposal. Whenever possible the organisers are asked to remove their garbage when they leave and mostly this request is complied with.

Due to most birthday parties being self reliant the canteen staff of Jean and Sue Clark, Margaret Lewis, Sandy Mottram and Jackie Monte had a fairly easy day.

The steam house, sporting a new 4 chime whistle, had plenty of onlookers encamped nearby so no doubt Ralph, John, Ian and Bob had plenty of questions to answer.

The boat pond had another good show up of boats, being 8 in all operated by Bob Smith, John Babi, Stan Shelton and Mary and Gerry Turner.

Again motor, steam and sail prevailed.

Due to the fact that the 7.25" g circuit was going to be light on for motive power Ian Clark kindly took over Safety Officer duties from Barry Dunstan which allowed him to run his loco. -- Mant thanks Ian.

SASMEE PARK 5"G

Station attendants Don Awalt and Ainsley Cuthbertson dispatched the following trains:-

0-4-0 Green Saddle Tank

Malcolm Ambler.

4-8-0 SAR "T" Class #214

Bryan Homann.

0-6-0x2 Kitson Meyer #34

2-8-0 Nigel Gresley #457

4-6-0 [3.5"g] Doris

4-8-4 [3.5"g] U.P. #846 [FIT]

----- Jack and Junior [FIT]

----- Heisler [FTR]

Graeme Driscoll.

Simon Lindsay.

Alan Wallace.

Brad Cottle.

John Monte.

Michael Tingay.

Due to problems #846 and Jack and Junior were wothdrawn from traffic and although Heisler successfully underwent an accumulation test a cracked pressure gauge pipe at the last minute caused its withdrawal.

MILLSWOOD 7.25'G

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains which worked hard all afternoon.

0-6-0 Simplex #10

John Lewis.

0-4-0 Dolgoch #2

Barry Dunstan.

ANNUAL CLUB LUNCH

Once again this popular event was held at the Port Adelaide Football Club Bistro on Sunday 16th November whereby 31 members and partners availed themselves to the special menu of a selection out of 5 main courses plus dessert with access to a generous salad bar and bread rolls. Good value for \$12.50 per head and a great time was had by all.

We have been going to this venue for several years now so what do we do for next year??

Is it the same again or something new?? Food for thought Eh!!

SASMEE POLICY ON RIDING CARRIAGES & BRAKING

First and foremost SASMEE is mindful of its obligation to OH & S, the AALS code of practice and our own Constitution and rules.

The public have a right to be carried on our trains in a manner that is as safe as we can make it.

1. Riding Carriages.

It is SASMEE's policy that only straddle type carriages be used for the carrying of passengers on public field days. This equates to only 23 days [public]. Members being able to use other types [subject to

inspection] on the remaining 342 days.

cont`d

Due to the SASMEE terrain it is deemed that straddle type carriages are the appropriate conveyance for public running.

2. Braking.

SASMEE requires 1 car in 3 to be actively braked under the control of the driver.

ie 1 car--1 braked, 2 cars--1 braked. 3 cars--1 braked. 4 cars-- 2 braked and so on. Of course all cars may be braked if desired.

A train with approved brakes applied by the driver and carrying passengers at a speed of 8 to 10 kph shall pull up in a distance not exceeding one and a half train lengths.

This policy has been in effect for some time.

TRAM TRIP WITH TRANSADELAIDE.

BY ORGANISER, BARRY DUNSTAN.

As far back as October 2005 I have been negotiating with TransAdelaide Officials to organise a special trip on the new "Flexity" class trams. At this stage the new trams were arriving, by ship from Europe, and TransAdelaide wanted to pension off the ageing "H" class as soon as circumstances would allow. To make things harder the first "Flexity" off loaded was seriously damaged and subsequently written off. To this day it lies under cover at the bottom end of the depot. The new trams commenced running progressively from January 2006 with the shortfall made up by the best remaining "H" class trams. By this time the brand new per way [including the old rail, some manufactured in 1914] had settled in.

Further talks with TransAdelaide over the next twelve month or so did not give me the confidence that a trip to my satisfaction could take place. In no way was this the fault of TransAdelaide staff - the Government had simply not funded complete rehabilitation of track. Basically two problems still remained, that being replacement/ removal of several crossovers resulting in speed restrictions and renewal of the old rail.

The trip I had in mind was, among other things, an express run from Brighton Rd to South Tce Adelaide, and was to be during daylight saving hours time and in November as this was the best time weatherwise and

did not clash with Xmas time, holiday times and really hot weather. Finally the track work was completed and on the 9th May 2008 I recommenced negotiations with the proposed depot tour and the 'Flexity' tram charter. I must give credit to TransAdelaide staff Jean Nisbet and David Irving who bent over backwards to agree to my requests. The agreed itinerary was a tour of the Depot commencing at 7pm with our "Special" tram due for departure from within the Depot around 8pm timed to fit in with regular services and to our advantage. Upon arrival at Mosely Square we were to lay over for some 10 to 12 minutes until the preceeding tram was far far adead of us. We would then travel express from Brighton Rd to South Tce Adelaide, thence normal running to City West. City West to South Terrace for another express run to the Depot at Glengowrie. Initially I was informed by David Iving, the Roster Officer, that due to a lot of overtime being worked our previous driver of the "H" class trip in 2002, Jean Nisbet would not be available. What a disappointment because Jean was really co-operative and knew how to extract the best performance out of the old "H" class, furthermore she relaxed the rules and allowed us to converse and ride up front with her. So I thought that we would probably end up with some old fart who wanted to go by the book so to speak. I was greatly surprised and relieved, when during confirmation of the trip the day before I was advised that Jean Nisbet was rostered for our charter --- you beaut I thought!

THE TRIP -- 18TH NOVEMBER 2008.

Following a warm day come 7pm and rather cool [no likelyhood of tram fainting] and 40 persons turned up for the event, Jean Nisbet together with Jason Fawcett ushered the group down to the bottom end of the Depot where the remaining five "H" class trams reside out in the open and available to all the elements - what a shame. One of these trams had a special coupler added and is used as the shunter around the workshops. These five were the best as they were equipped with air conditioners at each end for the Driver only. These "H" class trams run a limited service, between the regular services, on weekends and Public holidays. The service is limited as they do not have provision for the disabled. Sadley these old trams, along with dust and cobwebs, look as though their remaining life could be very short lived. I hope that I am wrong but a lot of money would have to be spent to assure an

extended future, its money the Government has not got. Unfortunately the depot has not even got wheel turning facilities and one "Flexity" tram was wholly jacked up on about eight jacks [which all operate simultaneously] minus the four bogies which had to be forwarded to Melbourne for re-profiling.

A resident fitter, whose name I think was Steve, was happy to answer the many questions relating to the operation and maintenance of the trams. The traction bogies of the Flexity are far more complex than the simplicity of the H class. Apparently wheel wear is quite a problem.

Around 8pm it was time to board our "Commercialised in red" tram No 103. Can't say that I agree with the gaudy paint schemes of some of the trams. Some trams still retain the original livery which I think looks much better. We proceeded out of the Depot around the wheel wearing curve bound for the Bay. At Brighton Rd we passed the "up" tram and we then proceeded at a leisurely pace until we squeezed into the confines of the end of the line at Mosely Square. It was then that Jean showed us and explained the workings of the operators console. The console was bordered by an arc of some 50-60 white LED's which helped illuminate several gauges and numerous other buttons and controls. Someone remarked that it reminded them of the flash Wurlitzer organ that used to be at the Regent Picture Theatre. The speedometer was calibrated to 80 Kph and TansAdelaide's maximum allowable speed however is 60 Kph with an overspeed warning. Jean reckoned it would probably do 100Kph, unofficially of course!! The operator changed ends and I accompanied her in the cab to take some times. Incidentally the operator's door, the whole journey, was open and members were allowed to enter, converse and take photos/videos. This I thought was a very generous concession indeed.

By this time enough time had elapsed to allow the previous tram to be well in advance and the next "down" tram had just arrived at Brighton Rd. With Jean again at the controls we headed off up Jetty Rd for the mandatory stop at the traffic lights at Brighton Rd.

With the tram signal giving us right of way we departed at 8.17pm commencing our express run at a continual maximum allowable speed of 60-61 Kph. At times we flashed over level crossings only seconds after the boom gates lowered with the tram bell clanging and warning horn sounded, albeit electronic ones at that. Jean remarked that

this was a thrill for her too, to do an express run, as trams only work a normal stop/ start service save for one express tram from Adelaide to Glengowrie in the late afternoon, thence all stops to the Bay. In a very short time we negotiated the climb over the Goodwood flyover thence 60 Kph again until the traffic lights at GreenHill Rd. Smartly we departed on the green and sped off on the continued private right of way until stopped again by the traffic lights at South Terrace arriving at 8.29pm. We did the journey from Brighton Rd in exactly 12 minutes, one minute quicker than the "H" class trip in 2002. Jean gave a smile as much to say "Well I did my best". We had a leisurely uneventful journey to the end of the line at City West with many quizzical would be passengers at tram stops wondering why the tram did not stop!.

On the homeward journey, after the Goodwood Flyover, Jean handed the controls over to Jason [ex bus driver and relatively new to tram driving] and he wasted no time in experiencing express running. All too soon we negotiated the hair pin turn into Glengowrie Depot and at approximately 9.20pm 40 passengers alighted from tram number 103, which incidently had now travelled in excess of 420 Kms for the day- they certainly see plenty of use.

Hopefully everybody enjoyed the experience as this is an extreme rarity. I am very grateful for the help and co-operation received from Jean Nesbit and David Irving of the Glengowrie Tram Depot for making this charter possible and SASMEE will formally send a word of thanks together with some free passes to our Public Field Days.

Via the media everybody would be aware of the daily trials and tribulations faced by tram operators and their willingness to help us is to be applauded.

In summing up, in my opinion, these trams are very fast, smooth riding and efficient however they should throw out the hard, woodenlike seats and instal ones with some cushioning.

In closing may I say a thank you to all who supported another successful SASMEE event.

RAILWAY QUIZ.

Q. What does the term "Hooking up" mean?

Answer in the next Bulletin.

Answer to Quiz --- Last Bulletin.

Q. What is an exhaust splitter.?

A. A device placed over the smoke stack for the purpose of diverting the damaging flow of exhaust steam from against tunnel and snow shed roofs.

SOME SASMEE HISTORY

July 1984

Member Ralph McEvoy gave a talk on rotary engines.

August 1999

SASMEE had a water bore installed for the benefit of the boat pond and lawns.

July 1999

Bert Francis's 7.25" g "Talyllyn" had its maiden run at SASMEE.

November 1999

SASMEE began using extruded plastic cut into sleepers measuring 13"x2"x1" for the 7.25" g track.

The passage of time certainly has had no detrimental effects on this well chosen material.

WANTED TO BUY

Radio controlled tug boat, in good condition.

Steamer Profile

Approximately 1metre Long.

Ring Barry on 08 82484843

Wanted TO SELL
MILLING MACHINE for SALE.
POWER HACKSAW.

Mill/Drill RF30 [Good quality, made in Tiawan.
Purchased new in 1998.

12 Speed forward and reverse.
8"x 28" table.
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Good quality machine vice.
Various clamps etc.
Solid support stand with drawers.
Has had minimal use.
Can deliver.
\$1100.00

Power Hacksaw -- suitable for light or heavy cuts.
Easily moveable.
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Contact Terry Trezise. 8552 3382

SHOW OF WORK NOVEMBER 2008

Article notes by Bill Coles.

The Annual show of work for 2008 once again revealed projects that were either ongoing or had been completed in the past year or so.

As expected the standard of workmanship was high.

Michael Priest displayed his "Flower" Class Corvette. A very detailed presentation.

A very practical steel working vise together with the partial completed bogie for a "Red Hen" was submitted by Brenton Dicker. Both articles demonstrating solid construction.

cont`d

Bob Nash brought along a tender bogie from his currently inwork "Berkshire", as usual precision detail. Bob also displayed an "Angle Engine" which to rotate requires absolute accuracy of all components. A very impressive racing car chassis brought along by I believe, Mitchel/Glen Templeman [I stand corrected. Ed.] was a very nice piece of work.

Ainsley Cuthbertson is well advanced on the construction of a copper boiler and his contribution to the show of work was the steam manifold and safety valve assembly applicable to his boiler.

Bob Smith featured with the dome from his "Fletcher" 2-4-0 loco together with a built up GWR crank in 1.25" g. [No photo, sorry]

The meeting was able to see the end result of many years of work in Bryan Homann's "T" class. A true to scale masterpiece.

We also had the first public showing of John Lever's "Simplicity" roller. As usual with John's projects they are built with precision, extremely high finish and practical detail.

We all look forward to what 2009 may reveal?

[Editor's note. The original photos were taken by Alex Mitropoulos in colour, I scanned the photos and reduced them for space saving reasons and printed them out in black and white. In doing so I have lost the impact of the first class photos that Alex took in the first place. My apologies to all. Bill Coles.]

PHOTO GALLERY

photo 1 Alan Wallace hauling a load of party goers on his Red Black Five, number 5073 on pfd 16/2/08.

Photo 2 A fine study of Bryan Homann's new SAR "T" class No 214.

Photo 3 No it's not a N/G freight negotiating a small wooden bridge over a dry river bed. In fact it is 5" g T214 crossing the handmade trestle bridge at Railway Park. Bryan carefully retouched the photo to create the illusion.

Photo 4 SASMEE Executive Committee for 2007/8.

Photo 5 One of the new loco unloaders at the 7.25" g turntable area.

Photo 6 The new concrete pad at the 7.25" g turntable area. 24/7/08

Photo 7 Portion of the 40 persons doing the tram depot tour.
18/11/08

Photo 8 Members inspecting one of the 5 remaining "H" class 18/11/08

Photo 9 TransAdelaide Driver, Jean Niesbit explains the duties of shunter No 380 to Mary Homann and Bob Smith. 18/11/08

Photo 10 Flexity trams 109 and 104 stabled under Depot cover,
18/11/08. The photo shows just how narrow these trams are.

Photo 11 Our tram, No 103, with passengers about to embark, 18/11/08
The gaudy colours of red and white certainly don't enhance their appearance.

Photo 12 Driver Jean Nisbert leant back out of the way to enable a photograph of the impressive driver's console. 18/11/08.

Photos 1,4 to 12 by Barry Dunstan. Photos 2 & 3 by Bryan Homann.

Show of work photos.

A	Flower Class Corvette.	Michael Priest.
B-C	Steel vice -- Red Hen bogie.	Brenton Dicker
D-E	Berkshire Tender bogie.--Angle engine.	Bob Nash.
F	Racing car.	Mitchel Templeman.
G	Manifold and Safety valve.	Ainsley Cuthbertson.
H	"T" class loco in 5" g.	Brian Homan.
I	"Simplicity" Roller.	John Levers.

Show of work photos by Alex Mitropoulos.

OTHER THINGS.

Bill Coles Editor.

The year is 1902, the Krupp Works of Dusseldorf featured at the Chicago Exhibition. Amongst its armanent exhibits [message here?] they displayed a hollow shaft of 25m [82ft] lenght made of crucible steel. weighing 12 tons forged from a single ingot and bored for its entire lenght. If that wasn't enough a second shaft was displayed, weight, 50tons, length 45m [147.6ft] Diam. of 540mm [21.26"] an I.D of 120mm [4.72"] It was for display only!!

Alongside the above was the completed engine and propeller shaft for the liner "Kaiser Wilhelm II". Total assembled lenght 71 metres [233ft] weight 226,200 Kg [248tons]

A hydraulcly powered shearing machine with a capacity of 2.75" was also on view.

Of interest the Krupp works was established by Peter Frederick Krupp in 1810. He was born in 1787-died in 1826. Alfred, his son took over. Workmen employed within the Krupp organisation, the smallest factory in Buckau was 2,773 rising to 3,887 in Kiel, whilst the largest plant in Essen employed 34,500.

In September 1902 a chap by the name of Albert E. Guy carried out a controlled set of experiments which revealed the the typical farm yard egg can withstand an internal pressure of 65psi and an external pressure of 675psi before destroying itself. Typical eggshell thickness, 0.013" [ever tried to crush an egg lengthwise between the palms of your hands?]

In the U.S of A. in 1902 there were 28 companies dedicated to building steam locomotives.

In that year some 2774 locos were built by these companies.

Value, in 1902 dollars, \$27,121,063.00

In addition 272 locos were built by 26 non dedicated loco factories.

A total of 3046 locos!! Value, \$30,397.456.00

"High Speed Steel" as we know it was patented by the Crucible Steel Company in 1910. The steel really came into being in the 40's Prior to this date steels were classified as being in the Carbon Steel category.

SASMEE OFFICE BEARERS

2008---2009

PRESIDENT: BARRY DUNSTAN. 8248 4843
VICE PRESIDENT: GLEN TEMPLEMAN. 8338 0380
SECRETARY: IAN CLARK. 8293 6537
EMAIL ijclark@internode.on.net
MINUTE SECRETARY: JOHN BEAL. 8297 2314
TREASURER: SIMON LINDSAY. 0416259996
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CANTEEN MANAGEMENT: EXECUTIVE COMMITTEE.

VICE PATRON: J. BERNARD DICKINSON.
B.A. CPEng. FIE Aust. FI MAR. EST

SASMEE "BULLETIN" BILL COLES [editor]
4 Clovelly Ave Hove 5048
8296 2167
Email: bjhove@internode.on.net

SASMEE MAIL: PO BOX 208 GOODWOOD, SA. 5034